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On fixed deposit for 6 months, 31/2 per cent per an .m. On fixed deposit for 3 months, 3 per cent per annum.

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Claim for Salvage Is Made in Court.

STEAMER RELEASED **UPON GIVING BOND**

Captain Olsson Claims \$5000 for Rescuing Freighter From "Grave Peril."

The Hawalian-American steamship 'Nevadan" was libelled yesterday afternoon by J. D. Spreckels & Co. on behalf of the tug "Fearless," in the sum Auditors for corporations and pri- of \$5,000 alleged to be salvage due for the work of the tug in getting the big freighter off the "Miowera" reef on De-

> The vessel was placed in the hands of Daniel, the Federal court bailiff, as Q caretaker, but was released within an hour, upon the filing of a bond in the sum of \$6,000.

The libel filed yesterday by Holmes sets out the fact of ownership of the Q 'Nevadan" and the "Fearless," with the further fact that Wm. Olsson was mas- X ter of the latter, and Captain Weedon of the former. It is then alleged that of the "Fearless" with a master and crew 8 of ten men was lying at the port of Honolulu, fitted in every respect for towing at sea, and that the tug was of the value of \$75,000. On the evening of December 6th, it is alleged, in the second paragraph, the "Nevadan" left Honolulu for Kahului without a pilot, and while proceeding down the channel went upon the reef. The tug was summoned and found the freighter upon what is popularly known as the "Miowera reef" in a position of great peril, "the said steamship being aground on the reef at the bow and therefrom for a distance of forty-five feet towards the stern, that said steamship 'Nevadan' was then and there in great peri of being driven broadside upon the said reef and of becoming a total loss, the position where said steamship was stranded being one of great peril both to said steamship and to any assisting vessel in consequence of the shoals and rocks there abounding, and the narendering it impossible for any assisting vessel to engage in towing operations

without incurring great danger." It is further related that the tug was rought close under the port quarter of the Nevadan had a hawser passed aboard, the tug then straining upon the hawser for an hour and upward, until the steamship was pulled off the reef and floated into deep water and headed for the channel. It is alleged also that the master of the steamship re-fused to let go the hawser and that he towed the said tug for some distance down the channel stern first to the great danger of said tug as master of said tug could exercise no control over the said tug."

It is further set out that shortly after the tug made fast the wind freshened and veered to the southward and there vas every indication of bad weather; that the steamship attempted to free herself under her own motive power, and had it not been for the tug she would have drifted broadside upon the reef and become a total loss. It is set out also that an agreement was made by which the tug should receive \$5,000 | if the steamer was pulled off, but that this sum has not been paid.

Libellant says further that the steamship is a vessel of 5,000 tons and worth \$275,000 and carried sugar and general merchandise to the value of \$125,000 and that just salvage would be \$5,000.

Judge Estee upon this showing ordered an attachment to issue and directed Marshal Hendry to take possession of the vessel, she being about to leave for San Francisco. The order was made returnable December 26th. A short time afterwards Kinney, Bal-

lou and McClanahan filed a claim on behalf of the American-Hawaiian Steamship Co. in which it was set out that the corporation was the owner of the vessel, and asking that she be released. This motion was presented to Judge Estee who fixed bond at \$6,000 which was speedily furnished with H. A. Isenberg and H. Schultze as sureties. The vessel was immediately released from the custody of the marshal.

WIRELESS SERVICE TO BE IMPROVED

The Wireless Telegraph people are about to make some alterations in their service which will cut out the two stations on Lanai and Molekai and make an air line from Oahu to Hawaii, with a branch to Kauai. Lanai is not a business point nor is Molokai to any marked extent, and when things go wrong at the latter place it often costs a lot of money to get there and make them right. Landings are bad at Molokai in rough weather. The line, after leaving Oahu, will meet a pole at Olowaiu on Maui, instead of ai Lahaina, as at present. Olowalu is just seventy-two miles from here. Then the line will run seventytwo miles more to Kailua, Hawaii, where it will connect with the telephone system of the big Island. Under this arrangement the Mahukona stations of the company to greatly improve the service.



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